

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY	USSR (Krasnodar Kray)	REPORT NO.	[REDACTED]
SUBJECT	Gelendzhik Port Facilities and Landings in Gelendzhik Bay	DATE DISTR.	20 May 1953
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SOURCE:

1. The Gelendzhik (N 44-34, E 38-05) port was small, and was used only for local passenger transportation. It had regular passenger service (Novorossiysk-Gelendzhik-Tuapse-Sochi) supplied by two diesel passenger ships, the YUPITER and the ORION, belonging to the Sochi Steamship Company - MMF. In addition to this service, regular launch traffic ran between Gelendzhik and Novorossiysk, and between Gelendzhik and Mys Tonky. The launches on this run were the ELVA and the GELENDZHNIK.
2. The Port Captain in Gelendzhik was Captain, MF, Lev Pavlovich (Inu). His deputy was Mikhail MISECHENKO. There were about a dozen port employees unknown to me, including officials of the Port Inspectorate (portnadzor) of the Ministry of the Merchant Fleet.
3. Gelendzhik port facilities [see page 4] consisted of:
  - a. Concrete pier, approximately 30 x 100 m. Vessels could land on both sides of the pier.
  - b. Port Administration building located approximately 50 m from the pier. This was a one-story stone building 20 x 30 m, a continuation of which was a tobacco warehouse.

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- c. Port restaurant located behind the Port Administration building and tobacco warehouse. This was a one-story building approximately 20 x 100 m.
  - d. Port Workshops which were housed together in front of the Port Administration building, very close to the seashore. The only shop I have seen there was a forge where repairs on coastal landing equipment were made. I am not familiar with any other of the ports workshops.
  - e. Rescue Station which was equipped with two row boats, life jackets, and other rescue equipment. The rescue squad consisted of 14 men. Two of these men were always on duty from 0700 to 2200 hours during the swimming season.
  - f. Luggage Room set up for the convenience of passengers.
4. The depth of the sea at the pier was approximately five meters. This depth was enough to enable the diesel ship YUPITER to use the pier, but the ship ORION, which was considerably larger, had to drop anchor on the Gelendzhik roadsteads located approximately one-half mile from the pier. The transportation of passengers from the pier to the roadsteads and back was done by the port's launch GELENDZHIK. The navigation season on the Novorossiysk-Gelendzhik-Tuapse-Sochi line normally began in April and lasted until the end of November. Through this period one of the diesel ships on the Novorossiysk-Gelendzhik-Tuapse-Sochi run would land at Gelendzhik at about 0900 hours; the other, on the Sochi-Novorossiysk run, arrived in Gelendzhik at 1650 hours.
5. I know nothing of the technical characteristics of either the YUPITER or the ORION, except that they had diesel engines and were propeller-driven. The YUPITER's capacity was approximately 200 passengers; the ORION's capacity was 350 to 400 passengers. At the height of the tourist season the average number of passengers arriving daily at Gelendzhik by sea was 75-100. Since there was no railroad connection between Novorossiysk and Gelendzhik (which left only the sea as a means of transportation), many people preferred to travel from Novorossiysk by sea. The MMF launch ELVA of the Sochi Steamship Company normally made two daily runs between Gelendzhik and Novorossiysk. Usually it left Gelendzhik at 0600 and was back from Novorossiysk at 1200 hours. Its second daily run from Gelendzhik was at 1400, and it returned at 2000 hours. The capacity of the ELVA was approximately 100 persons. The other launch, the GELENDZHIK, which belonged to the Gelendzhik port administration, made several daily runs between the Gelendzhik Port and Mys Tonkiy. Its capacity was about 30-40 passengers. Its first run was at 0700, when it usually took the air force personnel from Gelendzhik to the airfield located on Mys Tonkiy [See SS-K-8391]. The last run was at approximately 2200 hours. (In winter, however, the GELENDZHIK made only two or three round trips daily.) On arrival at Mys Tonkiy, the GELENDZHIK always landed at the pier located close to the airfield.
6. The other landing facilities in the Gelendzhik Bay consisted of:
- a. Landing of the Solntse resort (which included a sanatorium, several rest homes, and a Pioneer (Young Communist League) summer camp; this landing consisted of a concrete block 20 m. long next to the shore. During the war this pier was actually much longer but the larger part of it was destroyed by German air raids, and no repairs were subsequently made. The Solntse landing was serviced by the GELENDZHIK when there was a need for passenger transport to and from Solntse. Otherwise there were no scheduled Solntse runs.

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- b. Landing of the Parizhskaya Kommuna fishing kolkhoz. This was a wooden landing approximately 50 m. long, built for the convenience of the kolkhoz, which was located in Gelendzhik on Pervomayskaya Street, but on the other side of Gelendzhik Bay.
- (1) This kolkhoz had a fish pickling plant; it was located at the pier and consisted of several buildings where the fish caught by kolkhoz members were cleaned, pickled, packed into wooden barrels, and shipped, normally to Novorossiysk. I never visited this plant, but I heard that it had several shops and a few hundred workers.
  - (2) In the spring and summer seasons, the fishing kolkhoz always had good catches of gray mullet, plaice, dolphin, "loban", "barabulka", and in fall and winter of herring and "komsa". All of these fish, except dolphin, were pickled in the Parizhskaya Kommuna Pickling Plant. Dolphin was shipped to Novorossiysk for processing; part of the meat was smoked and the rest was used for the production of dolphin liver oil.
  - (3) The kolkhoz's fleet consisted of nine trawlers equipped with gasoline engines. These trawlers had originally belonged to some Rumanian fishing enterprise, but after World War II they were taken over by the Soviet Fisheries as reparations and brought to Gelendzhik. The nine trawlers were organized into three fishing brigades of three trawlers each. Loading capacity of each trawler was approximately 20 tn. of fish; I knew of this personally, because sometimes I had to haul the fish in my truck.
- c. Passenger landing on Mys Tonkiy. This was a concrete landing approximately 100 m. long; it was for the convenience of inhabitants of the settlement of Solntsedar and personnel employed at the Mys Tonkiy airfield.
- d. Naval Lighthouse on Mys Tolstyy. I do not know when this lighthouse was built, and I am not sure it was there before World War II; I noticed it first when I returned to Gelendzhik in 1945. I do not know any details about the lighthouse, except that it gave a permanent, fixed direction light from sundown to sunrise and was manned by Soviet naval personnel.
- e. The Gelendzhik Port MMF Lighthouse. It flashed combinations of green and red lights arranged in series of three; it was provided with three horizontally placed light openings showing either a red light in the middle and green on the sides, or vice versa. I never knew what these combinations meant.
7. The character of the shore in Gelendzhik Bay was rocky. The shore was 5 m. to 20 m. above sea level. There were only two sand beaches:
- a. City beach located to the south of Gelendzhik Bay almost opposite the stadium. The beach length was approximately 400 m.
  - b. Solntse Beach, approximately 500 m. long, located 50 m. east of the Solntse landing.

Enclosure A: Order of the People's Republic of the USSR

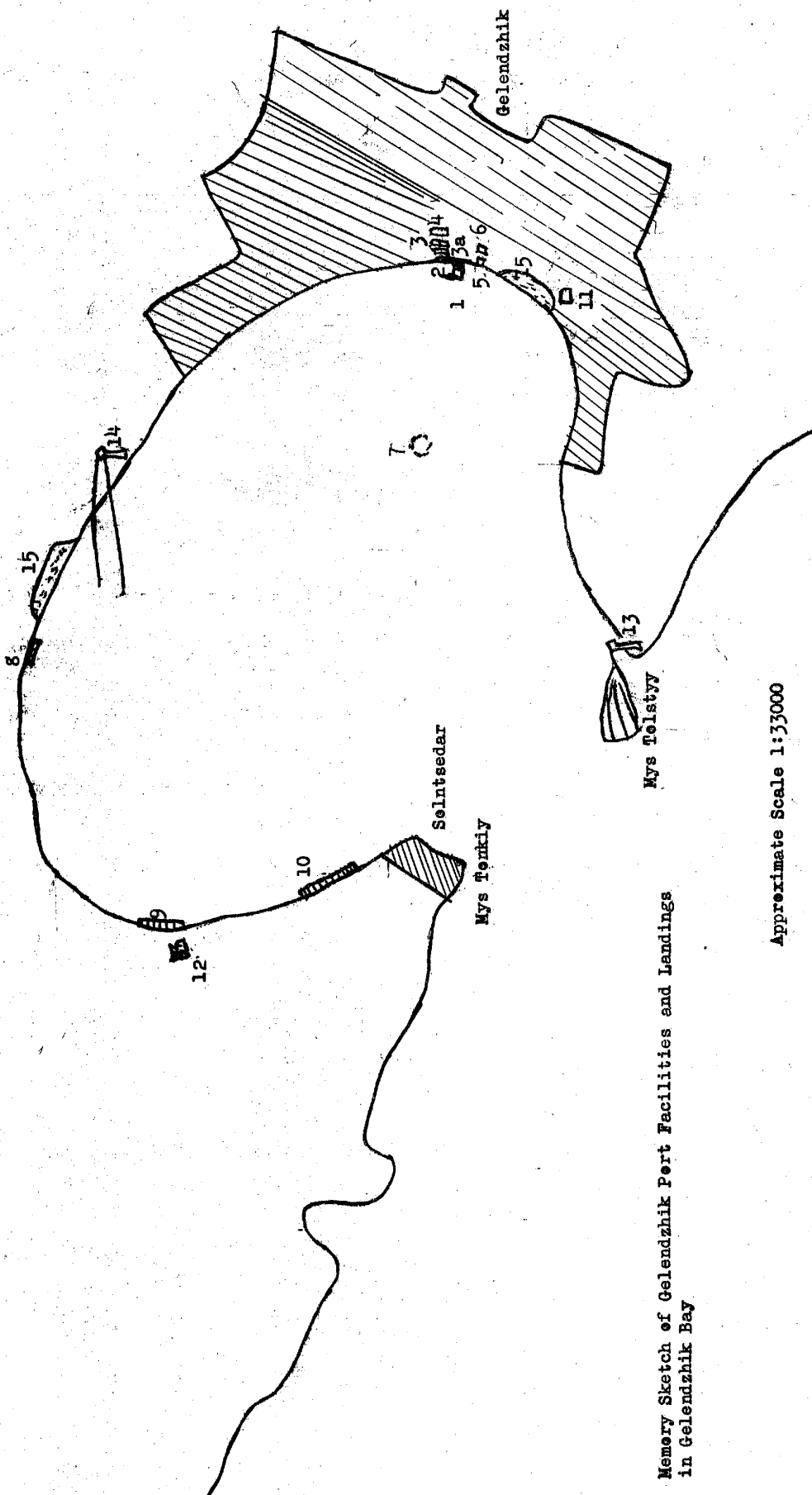
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Memery Sketch of Gelendzhik Port Facilities and Landings in Gelendzhik Bay

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Legend

1. Pier
2. Workshops
3. Tobacco Warehouse
- 3a. Port Administration
4. Restaurant
5. Rescue Station
6. Luggage Room
7. Roadsteads
8. Landing of Solntse Resort
9. Landing of Parizhskaya Kommuna Fish Kolkhoz
10. Passenger Landing on Mys Tonkiy
11. City Meteorological Station
12. Fish Pickling Plant
13. Lighthouse (Navy)
14. Port (MMF) Lighthouse
15. Beach

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